

THE  
CHINA MAIL  
TYPHOON MAP &  
GUIDE.  
PRICE.....40 cents.

# The China Mail.

ESTABLISHED 1845

AGENTS:  
Orders for the "CHINA MAIL" and "TYPHOON MAP & GUIDE" may be made by our agents at the following places:  
HONGKONG. PATRICK & CO.  
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MANILA. A. S. WATSON & CO., LTD.

No. 16240.

號七廿月五年五十壹百九千壹英

HONGKONG, THURSDAY, MAY 27 1915.

卯乙亥歲年四國民華中

PRIME, \$3.00 Per Month

## A. S. WATSON & CO., LTD.

Wine & Spirit Merchants  
ESTABLISHED 74 YEARS

Agents for

MESSRS.  
W. & A. GILBEY'S  
WINE & SPIRITS.

MESSRS.  
JOHN DEWAR & SON'S  
SCOTCH WHISKY.

MESSRS.  
JOHN JEFFREY & CO'S  
PILSENER BEER.

## THE "CHINA MAIL"

### NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, and not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$38 per annum; per quarter and per month "pro rata".

The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifty cents per month.

Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 50 cts., per copy.

Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copies twenty cents each.

Alterations and additions to Advertisements on Pages 2, 3, 6, and 7 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 4, 5 and 8 should be sent not later than 1 p.m.

New Advertisements should be sent in before 2 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: "MATT" Hongkong. Code: A.B.C. 5th Edition.

Telephone No. 22.

THE CHINA MAIL LIMITED

## THE OLYMPIC GAMES.

German Announcement that they will be held in Berlin.

Speaking on the subject of the Olympic Games which were to be held in Berlin next year, the vice-president of the German Imperial Olympic Games Committee, Count Sierstorff, declared, says the "Telegraph," that all reports of any alteration in next year's programme were unfounded.

"If the games are held," said the Count, "it is a matter for the English and French to decide whether they will take part in them or not. The International Committee is still working. On the death of Baron von Coubertin, the originator of the modern Olympic Games, and several Englishmen. The meeting of the International Committee this year will probably be held in Switzerland. The participation of Germany is still uncertain."

The "Englishman" (Calcutta) in an issue of recent date contains a bewildering announcement in its advertising columns: "For Sale—Real Beauty Australian Roan Harems Great and Big, twelve months old, very, very quick, smart and intelligent. Can pick up anything taught, straight legs, double bone, 31 inches in height, 6 feet long from nose to tail, will grow to the height of 36 inches, very affectionate; landed this week. Apply Manager, Great Western Hotel, Bombay."

Harlequin has indeed fallen on strenuous days.

## The Man Who Gets There

Is the man who has blood—real rich red blood and plenty of it—in his body.  
**WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND**  
makes blood—lots of it—life giving, brain nourishing, strength replenishing blood.

OF ALL CHEMISTS

Prices: \$1.25 and \$2.25

## BUSINESS NOTICES.

**STEAM OR MOTOR VESSELS**  
Forgings Castings and Repairs  
PUMPS INJECTORS AND ENGINEERS STORES  
SHIPPED TO ORDER—  
Write for Prices

**W. S. BAILEY & Co., Ltd.**  
ENGINEERS and SHIPBUILDERS.  
Sole Agents for KELVIN MOTORS.

## CHEN KWONG & Co., Ltd.

GENERAL IMPORT & EXPORT.

### CANTON

LARGE WHOLESALE & RETAIL STORE.

FURNITURE, Draperies, Groceries, Boots and Shoes

Makers of Jewellery, Lacquerware, Crockery Ware,

Iron-mongery, Wine and Spirits.

Foreign Clothes for gentlemen made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.

SUP FAT POO STREET.

CANTON and

No. 237, 239, Des Vaux Road

and No. 180, Des Vaux Road Central.

Tel. No. 311. Hongkong.

## WHO'S WHO IN JAPAN

EDITED AND PUBLISHED BY S. KURIYAMA.

The first (1913) edition is already issued.

BIOGRAPHIES of over 5,000 people who are well-known in society and of several hundred foreigners associated with Japan appear in the book. Quite new materials and accurate sketches, both being utterly free from prejudices.

Many portraits are inserted. The book contains over 1,400 pages.

The price is yen 6 (12/-) or \$3 per copy. Orders for the book should be accompanied by payment.

Subscribers for the second annual edition of "Who's Who in Japan" will be allowed a reduction of one yen.

The registered postage is 18 sen, to Korea and China 40 sen and to Europe & America 70 sen or 35 cents.

It is a Good Advertising Medium.

Many influential papers of the world noticed this work in the highest terms.

For example, The Daily Mail says:—

"Yet another 'Who's Who' and this time from Japan! The reader is apt at first to regard it as a curiosity, as a sign that the East has now become Western practically almost to the last detail. But 'Who's Who in Japan' is far more than a curiosity; it is a very round and useful reference book. It is printed in English and contains brief biographies, on the accepted model of prominent men in Japan."

Mr. Kuriyama is a skilful editor and has done his work well.

Who's Who in Japan PUBLISHING OFFICE,

No. 5, Ichome, Uchisaiyacho,

Kojimachi-ku, Tokyo.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF THE OCEAN MARINE INSURANCE COMPANY, LTD.,

and

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1913, £23,622,185.

I—Authorized Capital £8,000,000

Subscribed Capital £4,500,000

Paid up Capital £2,437,500

II—Reserve Funds £3,339,114

III—Life & Annuity Funds £18,126,160

Sinking Fund Account £8,512

£22,561,268

Revenue Fire Branch 2,567,168

Life and Annuity 1,973,969

Branches

Revenue Marine Department 262,692

Other Receipts 430,193

£23,233,313

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.

Agents.

THE ALEXANDRA CAFE cannot be

Heated or Equipped for Dinner

Cakes, Confectionery, Meals with Wines & Liquors.

## HOTELS

**KINGSLERE HOTEL,**  
HONGKONG.

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour.

Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans.

Telephones in Bedrooms and Sitting-rooms

Telephone No. 1182.

Cable Address: "Sachels."

A.B.C. Code 5th Ed.

Hongkong, September 1, 1908. 1208

## KING EDWARD HOTEL

Central Location.

ALL ELECTRIC TRAM PASS ENTRANCE.

Electric Lifts, Fans and Lighting.

European Baths and Sanitary Fittings.

Hot and Cold Water System throughout.

Best of Food and Service.

Telephone 373.

TELEGRAPHIC ADDRESS: "VICTORIA."

FRANK L. COOYE, Manager.

## PEAK TRAMWAYS COMPANY, LIMITED

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 10 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 3.15 p.m. Every 10 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

7.45 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.30 a.m. to 12 Noon. Every 15 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 6.15 p.m. Every 15 minutes.

7.00 p.m. to 8.15 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

## PATELL & CO.

Exporters & Importers

General Merchants

and

Commission Agents.

HONGKONG, CANTON,

SHANGHAI AND

HANKOW

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON STEEL, METAL AND HARD

WARE MERCHANTS. Wholesale

and Retail Ironmongers. Pig Iron and

Foundry Coke Importers. General Store-

keepers and Shipbuilders. Nos. 23 and

27, HING LONG STREET, (Old Street, west

of Central Market) Telephone No. 515.

Hongkong, September 4, 1911.

## BUSINESS NOTICES.

**THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.**  
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS. BOILERMAKERS, FORCE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 73' x 88' x 34'

Pumps empty Dock in 2-3-4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—

JOHN L. THORNTON & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAIT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address: "TAIKOODOCK." Telephone No. 212.

The Best Meals in Hongkong.

Either light or substantial

Available only at the

## ALEXANDRA CAFE.

## BAGUIO HOTEL

Baguio, P.I.

5,000 Feet Above Sea Level—Mean Temperature, 65°

The Coming Health Resort of the Far East

Eight Hours From Manila, Rail or Auto

Bracing Climate in the Pine Country or Northern Luzon

The "BAGUIO" is unexcelled for location, cuisine, homelike atmosphere and modern up-to-date features

-P-6 Up, Daily. -P-35.00 Up, Weekly

Special Rates For Prolonged Stays

BENQUET COMMERCIAL CO., Proprietors—Cable Address: "BESOME."

913

## THE HONGKONG HOTEL

### GRILL ROOM

J. H. TAGGART,

MANAGER.

## PEAK HOTEL.

ADJACENT TO VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. (See class Cuisine, Lounge, Smoking and Ladies' Rooms, Road Guides.)

Terms—From \$5 per day Max.

Telegraph Add: "Peaceful."

P. O. FEUSTEP,

Manager.

## GRAND HOTEL.

FIRST CLASS AND UP-TO-DATE HOTEL, most central location within the vicinity of all the principal Banks.

Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine under European Supervision. A First Class Dining Orchestra renders selections from 8.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for Shipping particulates only.

For further particulars apply—

Telephone 107.

Telegraphic Address: "COMFORT."

## BUSINESS NOTICES.

**GREEN ISLAND CEMENT CO., LD.**  
**Portland Cement**

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

**Shewan, Tomes & Co.**

GENERAL MANAGERS.

## A PREVENTIVE OF MALARIA MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

Price 50 cts. \$1.00 and \$2.50 Per Bottle.

Prepared only by

**THE VICTORIA DISPENSARY.**

32, Queen's Road Central.

## THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

## PURE Manila ROPE

STRAND 4" to 15" CIRCUMFERENCE. CABLE LAD 5" to 15" CIRCUMFERENCE. 4 STRAND 3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

**Shewan Tomes & Co., General Managers.**

Hongkong, April 11, 1911. 901

## "MUMEYA"

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH

APPARATUS AND MATERIALS WHICH CAN FINISH

IN AN HOUR.

PRICE 2.00 per 3 pcs. for Post Card.

No. 8, Queen's Road Central.

TELE. No. 254. 617

## THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS









## Hughes and Hough

ADVERTISERS TO THE GOVERNMENT,  
AND ADMIRALTY.

General Auctioneers  
AND  
Share, Coal and  
General Brokers.

PROPRIETORS  
"TO-KWA-WAN"  
COAL STORAGE.

Codes used  
A.B.C. 4th & 5th Editions.  
A.L. TELEGRAPHIC CODES.

Telegraphic Address  
MERION HONGKONG.

### PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction,  
(FOR ACCOUNT OF THE CONCERNED),

on  
**FRIDAY**  
the 28th May, 1915, at 11 a.m., at  
"Fung-shui" 135, Plantation  
Road.

SUNDY  
VALUABLE HOUSEHOLD  
FURNITURE,  
therein contained.

Comprising:—  
Two White Enamelled Double Beds with  
Hair and Spring Mattresses, French Side-  
board (with hand painted plaques), Teak  
Wardrobes (including 15 feet Wardrobe),  
Teakwood and screwed throughout,  
Marble-top Round and Side Tables, Dining  
and Dessert Services, Doulton Ware,  
Marble-top Washstands and Dressing Tables,  
Ice Chest, Metal Safe, a quantity of Glass  
Ware, Shanghai Bats,  
&c., &c., &c.

Lawn Mower, 2 Garden Scents, a number  
of Hydrangeas and other plants in Pots.  
On view from Thursday, the 27th May.  
Terms—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, May 22, 1915. 458

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction.

on  
**TUESDAY**  
the 1st June, 1915, commencing  
at 2.30 p.m., at their Sales Room, No. 8,  
Des Vaux Road, Corner  
of Lee House Street.

A QUANTITY OF  
VALUABLE TEAKWOOD  
FURNITURE, etc., PRINCIPALLY  
NEW STOCK.

As follows:—  
One Drawing Room Suite, Bedroom  
Furniture, Arm-chairs and Sofas, Carpets,  
Twin and Brass-mounted Bedsteads,  
Sideboards, Dinner Waggons, Extension  
Dining Tables and Chairs, etc., etc.,  
Dinner and Dessert Services, Crockery,  
Glass and E.P. Ware, Cooking Stoves,  
Cutlery, etc.,

Also  
One Pair very fine Blackwood Cabinets,  
1 4-fold Blackwood Screen (Porcelain  
Panels), Blackwood Fire Screen, Stands,  
Tropics, Settees, etc., One Piano by  
Brinsmead, several pairs Lace Curtains  
(NEW) 4 yds. long, One Singer Sewing  
Machine.  
&c., &c., &c.  
(Full Particulars from Catalogue.)  
Terms—Cash.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, May 22, 1915. 457

THE Undersigned have received instructions to sell

(FOR ACCOUNT OF THE CONCERNED),  
at their Sales Room, No. 8,  
Des Vaux Road, Corner of  
Lee House Street.

One Grand Piano by  
John Broadwood & Sons,  
One Boudoir Grand Piano by  
Brinsmead & Sons  
in good condition.

Full Particulars from the Undersigned.  
Terms—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, May 20, 1915. 449

DON'T Forget after the Show, Supper,  
and Light Refreshments.  
ALEXANDRA CAFE.  
Open Till Midnight.

## IN GERMANY.

### A TREMENDOUS CHANGE.

An American citizen, writes to the  
"Manchester Guardian" recently—

It has been suggested to me that I might  
give the impressions of a neutral observer  
of things in Germany as I saw them up to  
leaving the country a little more than a  
week ago. I guess I can't do that. Though  
an American citizen, I am not a neutral.  
I want to see the Germans get the whacking  
of their lives. Still, I will try to give as  
fair a picture of the conditions there as I  
can. I have visited Germany regularly for  
the last fourteen years. I arrived in  
Berlin in the closing days of last June, and  
have wandered up and down in the land  
till I left it the week before last. And  
what strikes me on coming to England is  
that there are three things you are all  
wrong about in this country. These things  
are unemployment in Germany, the food  
supply, and the number of Germans still  
not called to the colours.

As to unemployment, it simply does not  
exist. I have made visits to most of the  
chief cities recently except Hamburg, and  
there is no more unemployment in Germany  
than in England. Of course there has been  
a tremendous upheaval in employment.  
Some trade has ceased altogether. Some  
are simply holding on by their teeth till the  
war is over then to make a fresh start, if  
possible. But all the men who have been  
put out of their regular work have found  
some kind of employment in the vast number  
of industries which this war has called  
into being, and which are going hammer-  
and-tongue night and day. Throughout the  
length and breadth of the country there is  
no audible word of complaint as to labour  
conditions and rates of wages. No strikes;  
no downing of tools, or threats to down  
them; no agitations for increases of pay.  
I won't do for you in England to put this  
down to the well-known docility of the  
German workman. The docility is there,  
right enough, but the Germans know that  
tremendous sacrifices are necessary from  
every one. The workmen are more than  
ready to make their share of sacrifice, and  
if you talk to them they tell you that their  
sacrifices are nothing in comparison with  
those of their sons or brothers who are in  
the fighting line.

THE FOOD SUPPLY.  
Now as to the food supply. I don't  
believe there is any real scarcity of food,  
nor any real prospect of any. During the  
last month I have been in Leipzig, Munich,  
Düsseldorf, just to take three representative  
places. I got good and well-varied food  
in those three beautiful cities—every one of  
them is a picture of plenty. An American  
who visits Germany for the first time, and  
who thinks that a place is a hive of industry it  
is not necessary for it to be an inferno of  
unhappiness as well. My food in those three  
cities was as excellent in quality and as  
abundant in quantity as it would have been  
in London or Liverpool or Manchester,  
and at lower prices than I should have  
been charged in any considerable English  
city. The bread, it is true, was "war  
bread," and poor stuff it is, but that was  
the only notable difference.  
But you will say, why all this German  
ment taking over of supplies, these bread  
tickets, potato flour, and the rest of it?  
Well, the German, or rather the Prussian,  
has an inborn gift for organisation—he  
would rather organise even if things went  
badly automatically, and this is, roughly,  
how he organises:—The British fleet and  
our enemies generally threaten to starve  
us into surrender. We can produce in our  
country, even in times of poor harvest, at  
least 3 per cent of what we require.  
But, in addition, by the saving of food  
and careful and consistent economy we can  
easily make up that extra 15 per cent.  
We do not trouble about that at  
present we look forward to a short  
war, we are organising so as to face  
a worst without real disaster. We shall  
never be starved out. And personally  
I believe that substantially represents the  
truth of the matter.

With regard to the number of uncalled  
Germans of military age I cannot speak so  
confidently. I don't know how many of  
these men it is once set to keep in their  
civil employment as feeders of the army  
with guns and munitions and stores and  
equipment. All I can say is that there  
seem to be in the streets of the cities and towns  
to be an extraordinarily large number of  
young and able-bodied men who are called  
to the colours. I would not say there is  
an inexhaustible supply—such terms are  
silly—but it seemed to me there were as  
many young men walking about the streets  
of Berlin as you would see in London of an  
evening.

There I leave this question.  
POPULAR FEELING.

What is the real feeling of the German  
people as to the issue of the war? Do they

still believe they will conquer? These are  
the questions asked of me everywhere I go  
since I landed in England. Well, the Ger-  
mans are the most glib folk on the face  
of God's earth, and many of them believe  
they will yet dictate terms in London. But  
there has been a tremendous change of late,  
only fully to be felt by those who have been  
there from the first. They cannot under-  
stand that Russia, whose offensive they  
were told had been "utterly broken,"  
should go on so strenuously attacking, and the  
surrender of Przemyśl was an exceedingly  
bitter pill for them. The entire nation  
looked upon Warsaw as Hindenburg's  
certain, swift, and easy prey. Yet Warsaw  
stands where it did, only if anything, a  
trifle more secure than formerly. And so  
on everywhere.

To explain how the more level-headed  
and instructed Germans regard the present  
situation. I cannot do better than quote  
the words of the head of a Leipzig engi-  
neering firm of world-wide reputation with  
whom I had a particularly frank conversa-  
tion a few days ago. I find, by the way, a  
talk with him before war broke out, and  
he was then quite certain that such a  
dreadful thing as war between England  
and Germany would never occur. The  
commercial stake, he said, was too vast on  
both sides. I believe he spoke then  
honestly enough, but you never know.  
Anyway, I had another talk with him  
recently, and this is how he put it—I don't  
pretend to give his exact words, but the gist  
of them:—

Our higher command knows now that,  
short of a miracle in the Balkans, we shall  
not win outright. Our chance of winning,  
which we considered very good at first, was  
dependent upon our strikes being rapid  
and decisive. This we failed to accom-  
plish; therefore complete victory is not  
possible to our arms. But though we  
cannot conquer we cannot be defeated.  
Look at the position in the west.  
In six months we have hardly  
shifted the line a yard. We hold  
nearly Belgium and a big slice of France.  
We shall require a lot of driving back to  
the Rhine, and even then your task of  
crushing us would be only just begun.  
Your losses would be stupendous—some-  
thing which would affect your people,  
French and British. And after all that  
our defence would prevail. So there will  
be a patched up peace. Germany would  
then go on, with her population increasing  
very rapidly, grimly and unceasingly  
to prepare for the next war. The next  
war, I am sure, would be a decisive one.  
French and British. And after all that  
our defence would prevail. So there will  
be a patched up peace. Germany would  
then go on, with her population increasing  
very rapidly, grimly and unceasingly  
to prepare for the next war. The next  
war, I am sure, would be a decisive one.

In these remarks it will be noticed that  
my old Leipzig friend spoke in his ex-  
citement of the Englishman or a  
Frenchman. But you will also notice that  
in his final words there is the old arrogance,  
the old mailed fist spirit. Yet this is the  
most moderate-minded business man with  
whom I have talked in Germany since war  
broke out. He is quite free from any  
hatred of England or, at least, he did not  
express any to me. In which he was very  
singular and commendable.

### THE MATHS OF ENGLAND.

That hatred is the most astonishing thing  
in the interminable fury of all the  
phenomena which have struck me in the  
last six months in Germany. It is universal  
implacable, of the flaming of the mouth  
variety. I have never seen anything like  
it. If you people in England look upon it  
as confined to a small section in the Father-  
land, you will be woefully deceived. It is  
universal. "Hymn of Hate" is truly repre-  
sentative of the people as a whole. It is  
not a bit of good regarding it, for instance,  
as only carrying a few hotheads with it,  
in the same way that Kipling only spoke  
for very few Englishmen in some of his  
early-headed jingles about foreigners. It  
is universal. In all my travels I have only  
heard about three men disown or dis-  
countenance it. One was a clergyman, one was  
a journalist, and the other was my Leipzig  
cognate.

This hatred of Britain is I imagine, the  
twain spirit of fear. There is no doubt about  
the cause of it, though its virulence passes  
mine or any other man's explanation.  
Much of it must have been lying latent  
before the war broke out. When the war  
began, whether the mind of the military  
cast and the diplomatist knew, the German  
people did not believe that Great Britain  
would be "in it." They believed that you  
would keep out of it at all cost and snatch  
as big a commercial "cup" out of it as you  
possibly could. Even if you came in, they  
said, you may as well be in as out. In  
Germany, and they simply laughed at the  
idea of your little army venturing on the Con-  
tinent. Now they see their ships chased from  
every sea in the world, and their commerce  
bottled up in peace is made. But more than  
this, they are realising, many of them, that  
they have been so woefully deceived. They  
know now what they would have laughed at  
desiderately eight months ago, that a million  
English soldiers will be in the summer.  
They know what an enormous stiffening  
there will be to the French Army, not  
rapidly increasing in numbers and efficiency.  
They know, again, some of them that your  
commissionaire is wonderful, that supplies  
and munitions of all kinds are coming in  
vast quantities despite your difficulties.

with one's workmen. Thus they see the  
great and complete European triumph on  
which they had so confidently counted  
snatched out of their hands by your inter-  
ference—you, who they had regarded as  
decadent and contemptible, and whose day  
was passed, and so they hate you with a  
passion so terrible that if they could but  
secure your undoing they would fall on the  
necks of France and Russia to-morrow,  
and even make territorial concessions to them.

I have not written a word about this side  
of the business more than the facts warrant.  
There is no "hot air" about it. And I am  
sure that whatever the issue of the war,  
and whatever the final terms of peace may  
be, you won't get rid of this hate for fifty  
years. It is now in the very blood of the  
German people. You will only fan it by  
making "easy terms of peace." They  
would not understand any such motive on  
your part, and would simply attribute it to  
weakness. You and your allies must crush  
them; that's all there is to it. After that  
they will at least respect you.

Besides their failure to smash France in  
three months and then turn to Russia in  
full strength and flushed with victory, the  
Germans have had one minor though  
terribly irritating disappointment. This is  
the failure of their Zeppelin fleet. The  
submarines they still believe in, or affect to  
believe in. But I found it unsafe to  
indulge in the mildest chaff about their  
Zeppelins. Up to two months ago they  
really believed that a fleet of these monsters  
of the air would destroy half London; now  
they are not about the whole business.  
But from things that were told me by  
people who ought to know, I personally  
believe that at least one big effort will be  
made to damage London in this fashion. If  
the attempt should be made the Germans  
will put their eggs in one basket. They  
will send practically their whole available  
fleet of dirigibles, and will face any loss,  
however great, in the gamble for a possible  
coup.

### ITALIAN PRINCES IN THE FIRING LINE.

Now that Italy is at war, it may be  
safely concluded that nearly all the  
made members of the House of Savoy  
will take an active part in the campaign,  
either on land or sea. King Victor Em-  
manuel is the nominal generalissimo of the  
Italian armies, and like the Tsar,  
King George, and the Kaiser, will pre-  
sumably visit the front for the purpose  
of encouraging his troops.

### NAVAL EXPERTS.

The Italian King's uncle, the Duke  
of Genoa, is a noted admiral, and is  
considered one of the best technical ex-  
perts in the Italian navy. He is now  
unemployed in years, but it is certain that  
as an adviser of the Naval Board in Rome  
and commander of the fleet at Genoa,  
his voice will be profitably heard in the  
council room.

The Duke of the Abruzzi is a dashing  
naval commander, and, as the present  
time, is in command of the fleet assem-  
bled at Taranto. During the Libyan  
war he distinguished himself by the  
masterly manner in which he commanded  
the torpedo squadrons, and his ride  
on the Turkish ports of Albania led to  
his being temporarily retired at the re-  
quest of Austria. He desires nothing  
so much as the opportunity of not only  
avenging that insult, but of wiping out  
the disastrous defeat at Lissa, which  
still rankles in the Italian soul.

High up in the ranks of Italian gen-  
erals is the Duke of Aosta, who for many  
years has commanded the troops of the  
district of Naples. He is a hard-work-  
ing officer, and insists on getting an  
equal amount of work out of his sub-  
ordinates.

A POPULAR OFFICER.  
His brother, the Count of Turin, is  
a distinguished cavalry officer, who is  
in command of the 2nd Cavalry Division.  
The Count of Turin is one of the  
most popular officers in the king-  
dom, and his men are devoted to him.  
He has made a particular study of the  
eastern frontier, and two years ago,  
during the cavalry manoeuvres in the  
valley of the Po and the Venetia, he  
added greatly to his reputation as a  
leader.

Of the younger members of the House  
of Savoy, the Prince of Udine is a lieuten-  
ant in the navy, and has risen to the  
rank of torpedo commander. Like his  
father, the Duke of Genoa, he is devoted  
to the navy as a profession. His younger  
brother, the Duke of Pistoia, has also  
entered the navy.

Numerous royal ladies are available  
for looking after the wounded. Queen  
Elena will, of course, take her position  
as head of the Red Cross service, on  
which she has spent so much time.  
Her self-sacrificing at the time of the  
Moesian earthquakes and during the  
Libyan war are matters of history. She  
has always taken the greatest interest  
in the work of the hospitals of Rome,  
and, in fact, of all Italy, and it was her  
observations during the Moesian earth-  
quakes which led to the training of hand-  
reds of ladies throughout the country  
for Red Cross work.

She, however, the experience of  
the earthquakes that should Italy go to  
war, thousands of valuable lives would  
be lost for lack of proper nursing. The  
Red Cross, indeed, existed in Italy, but  
it was on such a scale that it was not  
possible to cope with a great disaster or  
with a national crisis. Nursing in Italy  
was confined to the male orderlies of the  
Red Cross and to the nuns in the hos-  
pitals and convents, and in very few pri-  
vate clinics were there trained nurses as  
we know them.

The principal places where nursing  
was taught as a profession were the  
Anglo-American Nursing Home and the  
Hospital of the English Sisters. Taking  
these as a basis, the Queen in-  
stituted schools and classes for the train-  
ing of women in Red Cross work, and  
already hundreds of probationers, drawn  
from the best classes of Roman Society  
have passed through the Blue Sisters

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## C. & B. OXFORD SAUSAGES

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Crosse & Blackwell guarantee  
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The Best Remedy known for  
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Acts like a charm in  
**DIARRHŒA, DYSENTERY, and CHOLERA.**

Chlorodyne is a liquid taken in drops, graduated according to the malady. It invariably  
relieves pain of whatever kind; creates a calm refreshing sleep; allays irritation  
of the nervous system when all other remedies fail; leaves no bad effects;  
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CONVINCING MEDICAL TESTIMONY WITH EACH BOTTLE.

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Prices in England,  
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The Most valuable Remedy ever discovered.  
Effectually cuts short all attacks of BRONCHITIS,  
Croup, and cures those too often fatal diseases—  
**FEVER, CROUP, AGUE.**

The only Palliative in  
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Shows tracks and daily progress of the big typhoons:  
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Explains day and night typhoon signals.  
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<p><b>TO LET.</b></p> <p>DRY and AIRY GODOWN at Bowring Canal, No. 6, Matheson Road East. Apply to:— W. FORD, WILKINSON &amp; GRIST, Solicitors, H.K. or HO PAK LAM. Comptroller Department Sander, Wicker &amp; Co. H.K. Hongkong, May 13, 1915. 428</p>	<p><b>TO LET.</b></p> <p>6 ROOMED HOUSE, with Gas and Electric Fitting in Kowloon, Nathan Road, close to the Ferry. Apply to:— M. AZEVEDO, 6, Rose Terrace. Hongkong, May 6, 1915. 409</p>	<p><b>Business Connection in all Countries.</b></p> <p><b>INTERNATIONAL COMMERCIAL INTELLIGENCE BUREAU.</b></p> <p>AMSTERDAM: BRUSSELS: DAMRAK 60. 21, Bd. du Prince Rothschild. LONDON: 13, St. Helen's Place, E.C. HAMBURG: HANSEATISCHER ZURICH: KISPAK, Escherich Hahn. VIENNA: Manager: J. BENDIEN. This Bureau aims to further inter- national business connection and put itself FREE OF CHARGE at the disposal of respectable firms, and furnishes: 1. Agents in any country. 2. Agencies. 3. Addresses of Exporters, Importers, Manufacturers, Agents, etc., in every country. 4. Offers in any article desired. The Bureau does not accept any Commission for Con- nections, accomplished by its Medium. Each firm desiring to utilize the me- dium of this Bureau is asked to state references. The Bureau is enabled to GRANT its services gratis or CHARGE because some thousand firms are subscribers and sup- port the Bureau through an annual fee. All correspondence to be addressed to: J. BENDIEN, Director I.C.I.B., Damrak 60, Amsterdam. Hongkong, March 6, 1914.</p>			

## "For the Blood is the Life" YOUR BLOOD WANTS PURIFYING.

IF YOU are troubled with Eczema,  
Blotches, Spots, Pimples,  
Boils, Sores or Eruptions of any kind  
continually bursting through the skin.

IF YOU have that constant itching and  
inflammation of the face.

All these are sure signs of clogged blood impurities, calling for immediate  
treatment through the blood, so don't waste your time and money on useless  
lotions and messy ointments, which cannot get below the surface of the skin.  
What you want and what you must have is a medicine that will get right to the  
root of your trouble, a medicine that will thoroughly free the blood of the poison  
ous matter which alone is the true cause of all your suffering. Clarke's Blood  
Mixture is just such a medicine. It is composed of ingredients which quickly attack  
and remove all impurities from the blood, and expel them from the body, and  
by rendering it clean and pure, can be relied on to effect a lasting cure.

The True Value of  
CLARKE'S BLOOD MIXTURE  
is certified by a most remarkable col-  
lection of unimpeachable testimonials from  
grateful patients of all classes, patients  
who have been cured after doctors and  
hospitals have given them up as incur-  
able—patients who have been cured  
after trying many other treatments  
without success—patients who not  
only have been cured of the particular  
Skin or Blood Complaint from which  
they were suffering, but also have  
found great improvement in their  
general health. (See pamphlet round  
bottle.)

Over 50 years' success. Pleasant to  
take and warranted free from anything  
injurious. Of all Chemists and Store-  
keepers. REFUSE SUBSTITUTES.

IF YOU are suffering the aches  
and pains of Bad Legs,  
Abscesses, Ulcers, Scrofulous and  
Elicated Sores, Glandular Swellings,  
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IF YOU are in the grip of Rheu-  
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Clarke's  
Blood  
Mixture

The World's Best Blood Purifier.  
CURES ALL  
SKIN & BLOOD DISEASES.







## BY TELEGRAPH.

THE PROGRESS OF  
THE WAR.THE COMPLETE LIST OF THE  
COALITION CABINET.ENTHUSIASM REGARDING  
ITALY'S ADVANCE TO-  
WARDS TRIESTE.

(Reuter's Service to the China Mail.)

## THE ITALIAN TROOPS' ADVANCE.

LONDON, May 27, 11.50 p.m.

The Italian advance towards Trieste has caused an outburst of enthusiasm among the unoccupied inhabitants who welcomed the soldiers with open arms, offering all their possessions. They embraced and kissed the Bersagliere Regiment. Everywhere the tri-colour is hoisted on public and private buildings, churches and houses.

Though men between twenty and forty years are compulsorily liable for service an unofficial register of volunteers of non-military age has been opened and over 1000 enrolled in twenty-four hours.

Great indignation was felt at the announcement that the Austrian Destroyer, which bombarded the open town of Barletta, flew the British flag.

The first aerial attack on Venice was a complete fiasco. Three or four people were slightly injured, a few windows were broken and a couple of holes were made in the ground.

The population rushed to the streets to watch the aeroplane and cheer the anti-aircraft soldiers.

## BOMBARDIER WELLS.

LONDON, May 17, 11.50 p.m.

Bombardier Wells, the well-known boxer, has enlisted in a Welsh regiment.

GERMANS USE POISONOUS GAS FOR  
4½ HOURS.

LONDON, May 26.

Field-Marshal Sir John French reports:—Some portions of our line east of Ypres were lost when the enemy attacked by gas and they have not yet been recovered. The amount of gas used was greater than ever before. It was emitted from cylinders for 4½ hours over a front of five miles.

Simultaneously our line was bombarded by asphyxiating shells. The gas cloud at some places was forty feet high.

Portions of the line remained intact throughout, and our men demonstrated that with due precautions this form of attack can be defeated.

## ANOTHER FRENCH SUCCESS AT ARRAS.

LONDON, May 26, 1.00 a.m.

The Paris evening communiqué says:—North of Arras our attacks yesterday realised important progress. We captured the salient of a large enemy work, stormed another work to the north-west of Arras, and carried a trench a kilometre long further south, to the east of the Aix Nouvelle and Souchez road.

## THE FIGHTING IN GALICIA.

## DESPERATE BATTLE RENEWED.

LONDON, May 26.

It is officially announced that the desperate battle in Galicia was renewed on the 24th inst. on both banks of the San and on the front Jarekav-Przemysl. Repeated enemy attacks on the front Gussakve—Krukenitz were scattered by our artillery.

## AMERICAN STEAMER TORPEDOED.

LONDON, May 26.

The American steamer Nebraska, 4,000 tons, bound from Liverpool to the United States, was torpedoed off Brown Head this morning, and sent out wireless messages for help. The crew have taken to the boats, and are standing by. The weather is calm.

## ITALIANS AGAIN DEFEAT THE AUSTRIANS.

LONDON, May 27, 6.00 a.m.

The Times correspondent at Campo Zologno reports an action which occurred on the 24th inst. at Coldetecole, twenty miles east of Triano (Lombardy). The Italians repulsed the Austrians who had apparently entered Italy, and several hundred Austrian Alpine troops were captured.

## IMPORTANT ITALIAN ADVANCE.

LONDON, May 26, 1.00 p.m.

A Rome communiqué says:—Along the Trentino frontier the Italians advanced from two to four miles, occupying passes and heights and taking some prisoners.

We occupied all the frontier passes in Cadore. Austrian medium calibre artillery cannonaded us adversely. We stormed at the point of the bayonet Valinerno Pass.

Italian columns on the Trieste front continued to advance successfully, and consolidated positions on the heights. The Austrian artillery made another useless bombardment. Our offensive, in order to reach the lower Isonzo, continues. Everywhere, the enemy is retreating and is destroying bridges.

(Havas Service.)

Paris, May 27.

French stock now stands at 72.40.

President Poincaré has sent his personal congratulations and best wishes to King Victor Emmanuel.

Yesterday in Belgium we repulsed all the enemy's attacks in spite of asphyxiating gas.

## BY TELEGRAPH.

## THE BRITISH COALITION CABINET.

LONDON, May 27, 10.35 p.m.

The Press Bureau announces that Mr. Asquith has decided to create a Ministry of Munitions and that Mr. Lloyd George, during his temporary direction of this Department of State, will vacate his post as Chancellor of the Exchequer.

It is understood that Mr. Arthur Henderson (Chief Whip of the Labour Party) will assist the Government in regard to labour questions, especially those arising from the war.

His Majesty the King has conferred upon the retiring Lord High Chancellor, Viscount Haldane, the Order of Merit.

The King has approved of the new Cabinet as follows:—

Rt. Hon. H. H. Asquith, Premier and First Lord of the Treasury.

Rt. Hon. Marquess of Lansdowne (Leader of the Opposition in House of Lords), without portfolio.

Rt. Hon. Sir Stanley O. Buckmaster (Solicitor-General), Lord High Chancellor.

Rt. Hon. Marquess of Crewe (Lord Privy Seal), Lord President of the Council.

Rt. Hon. Reginald McKenna (Home Affairs), Chancellor of the Exchequer.

Rt. Hon. Sir John Simon (Attorney-General), Secretary of State for Home Affairs.

Rt. Hon. Sir Edward Grey, Secretary of State for Foreign Affairs.

Rt. Hon. A. Bonar Law (Unionist Leader), Secretary of State for the Colonies.

Rt. Hon. Austen Chamberlain (a former Chancellor of the Exchequer), Secretary of State for India.

Rt. Hon. Earl Kitchener, Secretary of State for War.

Rt. Hon. David Lloyd George (Chancellor of Exchequer), Munitions.

Rt. Hon. A. J. Balfour (a former Prime Minister), First Lord of the Admiralty.

Rt. Hon. Walter Runciman, Board of Trade.

Rt. Hon. Walter Long (a former President of Local Governments Board), President of Local Government Board.

Rt. Hon. Winston Spencer Churchill, Chancellor of the Duchy of Lancaster.

Rt. Hon. Augustine Birrell, Chief Secretary to the Lord Lieutenant of Ireland.

Rt. Hon. T. McKinnon Wood, Secretary for Scotland.

Rt. Hon. Earl Selborne (a former First Lord of the Admiralty), President Board of Agriculture.

Rt. Hon. Lewis Vernon Harcourt (Secretary Colonies), First Commissioner of Works.

Mr. Arthur Henderson (Chief Labour Party Whip), President Board of Education.

Rt. Hon. Sir E. H. Carson (a former Solicitor-General), Attorney-General.

Mr. John Redmond, leader of the reunited Irish Nationalist Party, was offered a place on the Cabinet but was unable to accept.

A meeting of the Nationalist Party held in Dublin approved of Mr. Redmond's refusal to accept office as it was considered that the old Irish policy of independence should be continued till an Irish Government actually controls every inch of Irish soil.

The meeting resolved upon accepting Mr. Asquith's declaration that the reconstruction of the Ministry was solely for the purpose of the war assuring the Government of the hearty co-operation of the Nationalists.

## THE NEW CABINET FAVOURABLY RECEIVED.

LONDON, May 26, 11.50 p.m.

The Cabinet, upon the whole, has been favourably received.

The Liberals denounce the inclusion of Sir Edward Carson, and surprise is expressed that Mr. Lloyd George should have left the Exchequer. They declare that his absence is only temporary and that he will remain in touch with Mr. McKenna.

It is stated that the Office of Postmaster General was kept open for Mr. Redmond, but that the Dublin party's decision made his refusal final.

## THE NEW MEMBERS.

The Right Hon. Arthur James Balfour was President of the Local Government Board, 1885-90; Chief Secretary for Ireland, 1887-91; Leader of the House of Commons and First Lord of the Treasury, 1891-2; Leader of the Opposition, 1892-5; Prime Minister, 1902-05; First Lord of the Treasury and Leader of the House of Commons, 1895-1900. Mr. Balfour has for many years taken a deep interest in strategic affairs connected with the defence of the Empire.

The Right Hon. Andrew Bonar Law, P.C., has been leader of the Opposition in the House of Commons since 1911. He was born in New Brunswick in 1858. From 1902 to 1906 he was Parliamentary Secretary to the Board of Trade, and at one time was Chairman of the Glasgow Iron Trade Association. This is the first occasion he has occupied a seat in the Cabinet.

The Right Hon. Earl Curzon was Under-Secretary of State for India, 1901-2; Under-Secretary of State for Foreign Affairs, 1905-8; Viceroy and Governor-General of India, 1909-1905. He is a great authority on Far Eastern affairs.

The Right Hon. Joseph Austen Chamberlain, the eldest son of the late Right Hon. Joseph Chamberlain, was Civil Lord of the Admiralty from 1895-1900; Financial Secretary to the Treasury, 1900-02; Postmaster-General 1902-08; and Chancellor of the Exchequer, 1903-06.

The Right Hon. Earl of Selborne was Under-Secretary for the Colonies, 1895-1900; First Lord of the Admiralty, 1900-05; Governor of the Transvaal and High Commissioner for South Africa, 1905-10.

The Right Hon. Sir Edward H. Carson, K.C., was Solicitor-General for Ireland in 1892; and Solicitor-General, 1900-06. He has represented Dublin University in the House of Commons since 1892. He occupied a very prominent position in Ulster's opposition against Home Rule for Ireland.

Mr. Arthur Henderson is the Leader of the Labour Party. He has represented the Barnard Castle Division of Durham since 1903. He and the Rt. Hon. John Burns are the only two distinctly "working-class" members who have ever sat in the Cabinet. Both are Scotsmen. Mr. Burns, it will be remembered, resigned his position as President of the Board of Trade at the beginning of the war, because of his strong detestation of war.

The Rt. Hon. Mr. W. Long has for many years been a prominent member of the Conservative Party. He is a good old-fashioned Tory.

A SPECIALIST IN GERMAN  
SOUTHWEST AFRICA.

## Sand and Eye Troubles.

It is said that eye troubles have been

seriously affecting the Union Forces operating in German Southwest Africa and the Union Government has commissioned a well-known eye surgeon to report on the subject.

He writes to a relative in England a letter from which the following extracts are taken. He mentions incidentally that on the day after he left Germany a German aeroplane dropped a bomb on the Red Cross hospital camp, destroying the operating tent and wounding nine men. He left by the transport Colonel, and returned to British territory by the hospital ship Imbue. In the letter, written from the first-mentioned vessel, he says of his projected itinerary:

That will give me time to see what snakes there are at Luderitz Bay, and get an idea of their number and character, and also I shall go up to Walvisch in the middle of the desert and personally experience the effects of wind storms and dust and sun. I am taking up every sort of gogg and veil, and shall try all my impression in they are overestimating the difficulties, as all the cases I've seen were very simple, but, of course, the fellows sent down are mostly suffering from "cold feet," and want to save their faces by exaggerating the conditions.

DEER-HUNTING IN GERMAN.

We arrived at Luderitz (Luderitz they call it) Bay this morning, after hanging about outside for some hours. The night was so thick that the captain turned the ship round and round in a circle till it cleared off and he could see the way in. The bay is a fine one, but the shore, looked at from the sea, is the most primitive-looking concern you can well imagine. It looks for all the world as if a child had been making mud pies and, grizzling tired, left them to dry undisturbed; not a particle of vegetation, nothing but rocks and stones and mud; and nothing distinguished about the rocks either.

We were met by a fine lot, and landed. The doctor in charge of the station, who had been carried off to his quarters. They do themselves much better here than we do—I was given a comfortable room, with a bed, blankets, and sheets! The more is pleasant and the food good.

The town itself is just spread over the rocks without any plan—no attempt to make streets or roads, which are all thick in sand and have no side walks. Trains for trolleys run everywhere. The houses are ugly and low, the furniture indecent, but as a rule, the people are well-to-do, and spend lots of money, principally on beer. When our people came they found millions and millions of empty

bottles, and the stores of beer, wine, and spirits were prodigious. As a rule, people, these Germans, are mild and body.

YAK TROOPS IN THE DESERT.

Describing the journey by train to Tabankail—a train which includes several large water tanks—the writer says:

There is no water all the way up here—a distance of forty-five miles—so it all has to be brought up by rail and every individual rationed on 1½ gallons daily. The country one comes through is extraordinary. It is desert, and nothing but desert without vegetation except that in widely separated spots one comes across very sparse patches of a sort of dry bush and a little withered grass. There is practically no rainfall in this country, about 7 inch a year. The bulkier part of the journey was through pure sand dunes, which drift from place to place with the wind and in some places are several hundred feet high. The sand drifts into the shape of a crescent, the outer edge being a gradual slope and quite firm underneath, the inner, concave side being steep and soft so soft that men have been engulfed in it.

Halfway up the country alters to a wide, flat plain of sand and stones, with great bare-looking mountains forty miles to the westward. Here there is a few clumps of 4,000 feet under General Mackenzie. It is the centre of the plain, and of all the ghastly places I have ever been in it is the worst, far worse than the painted desert of Arizona, for there isn't a particle of vegetation to be seen for miles, nothing but rocks, stones and sand and blinding sun. Unfortunately for my purpose in this, I have been here so long, but that was the fault of the rebellion, and now they expect to move to "Aloa," which means "out," just that and nothing more—"out of the desert."

A SAND STORM.

The doctor saw several cases of country and over 200 on his return to Luderitz—"Anger, Pequeña as it is to be called once more," he impatiently, and continues:

I have had only one experience of what the dust-car is like, and that was on the way down from Tabankail. I found it was

A GOOD RULE FOR THE HOME.

MAKE it a rule of your home to always keep on hand a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy.

It is a safe and reliable remedy for all the ailments of the stomach and bowels, and is sold everywhere.

It is a safe and reliable remedy for all the ailments of the stomach and bowels, and is sold everywhere.

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## COMPANY MEETING.

## STAR FERRY CO., LTD.

The seventeenth ordinary meeting of shareholders in the Star Ferry Co., Ltd., was held at the offices of Messrs. Jardine, Matheson and Co., Ltd., at 12.30 today. Hon. Mr. D. Landale president and there were also present Hon. Sir Paul Chagier, C.M.G., Hon. Mr. E. Shollon, directors; Mr. W. S. Brown, secretary; Messrs. Northcote, Gubbay, A. E. Crapnell, Ho Fook, J. W. Taylor, A. A. Fyfe, S. H. DeWald, F. Smyth and C. E. Warren, shareholders.

The Chairman made the following statement: The gross earnings from traffic were \$10,010.00 less than last year, the decrease being chiefly due to the prevalence of plague at Yantai during the early part of our financial year and to the fewer number of steamers using the Kowloon wharves since the war broke out. Both these causes were responsible for a very heavy falling off in our first class receipts while the absence of tourists and the cessation of a number of Europeans from Kowloon largely affected our returns from first class passengers. It has therefore been necessary to reduce the dividend from working profits.

The larger amount of interest earned during the year is due to the fact that we have been able to place several amounts on mortgage at more advantageous rates and permits of the increase in the bonus from this account.

The contract with Government in respect of railway passengers commenced on 1st March this year, and as you are doubtless aware the assumption of the obligations in connection with these passengers necessitated a large capital outlay. I am sorry to say however that the Government do not share our views in regard to the position in this connection, which stated shortly are that the temporary arrangement made by us with the Railway Authorities under which we have been working for some time, and whereunder the fares to railway passengers were very largely reduced, should continue no longer, and that the fares in question should be raised to the scale originally fixed between the Government and the company, inasmuch as the present fares are only altogether fail to produce an adequate return on the capital outlay, but result in actual loss to the company.

The view taken by the Government is that, with some slight exceptions, the present fares should not be raised. We have been in correspondence with the Government upon this subject for several months with very little beneficial result so far, but we still hope that notwithstanding their present attitude (which amounts to a practical denial of our claims) they may yet be induced to appreciate the very strong equitable case possessed by the company, which your directors have no doubt whatever is such as to entitle the company to have its wishes in the matter complied with.

The report and accounts were adopted on the proposition of the Chairman, seconded by Mr. Gubbay.

On the motion of Mr. Northcote, seconded by Mr. Crapnell, Hon. Mr. Landale, the retiring director, was re-elected.

Mr. Warren proposed, Mr. Ho Fook seconded the re-appointment of Mr. F. Matfield as auditor at a remuneration of \$200.

The Chairman announced that dividend warrants will be ready to-morrow.

bottles, and the stores of beer, wine, and spirits were prodigious. As a rule, people, these Germans, are mild and body.

YAK TROOPS IN THE DESERT.

Describing the journey by train to Tabankail—a train which includes several large water tanks—the writer says:

There is no water all the way up here—a distance of forty-five miles—so it all has to be brought up by rail and every individual rationed on 1½ gallons daily. The country one comes through is extraordinary. It is desert, and nothing but desert without vegetation except that in widely separated spots one comes across very sparse patches of a sort of dry bush and a little withered grass. There is practically no rainfall in this country, about 7 inch a year. The bulkier part of the journey was through pure sand dunes, which drift from place to place with the wind and in some places are several hundred feet high. The sand drifts into the shape of a crescent, the outer edge being a gradual slope and quite firm underneath, the inner, concave side being steep and soft so soft that men have been engulfed in it.

Halfway up the country alters to a wide, flat plain of sand and stones, with great bare-looking mountains forty miles to the westward. Here there is a few clumps of 4,000 feet under General Mackenzie. It is the centre of the plain, and of all the ghastly places I have ever been in it is the worst, far worse than the painted desert of Arizona, for there isn't a particle of vegetation to be seen for miles, nothing but rocks, stones and sand and blinding sun. Unfortunately for my purpose in this, I have been here so long, but that was the fault of the rebellion, and now they expect to move to "Aloa," which means "out," just that and nothing more—"out of the desert."

A SAND STORM.

The doctor saw several cases of country and over 200 on his return to Luderitz—"Anger, Pequeña as it is to be called once more," he impatiently, and continues:

I have had only one experience of what the dust-car is like, and that was on the way down from Tabankail. I found it was

A GOOD RULE FOR THE HOME.

MAKE it a rule of your home to always keep on hand a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy.

It is a safe and reliable remedy for all the ailments of the stomach and bowels, and is sold everywhere.

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## TYPHOON WARNING.

The following telegram was received at the American Consulate General from the Manila Observatory at noon to-day:—Warning Depression northern part China Sea. Cyclone or typhoon S. E. of Naha. Moving N. E. [A glance at the "China Mail" Typhoon Map is sufficient to fix the position of any typhoon.—Ed.]

## MARINE COURT.

At the Marine Court this morning Commander Beckwith R.N. fined a boatman \$30 for unlawfully making fast to the s.s. Nansang while she was under way in the harbour, and six other boat people \$30 for similar offences, with the alternative of one month's imprisonment. P. C. Willis, of the Water Police, was in charge of the cases.

Sergt. Sutton, Water Police, summoned five junk and sampan people for unlawfully leaving their yulos projecting from their craft while moored to a steamer in the harbour, and they were fined \$2 each. The practice is a dangerous one, and persons have been knocked off launches by these projecting oars.

nonsense to talk about veils or goggles keeping it out. Nothing can keep it out, it goes right through one's shirt, and they tell me that in a bad storm it goes bang through the tent—that is, to say, through the canvas.

The Imbue (hospital ship on which he returned) is a beautifully equipped ship, capable of taking about 400 sick; better fitted up than the old Imbue and her colleagues in 1900. Yesterday we touched at Port Nolloth to take in more sick. An open roadstead, no harbour at all, and nothing to be seen but sand and iron-pile houses. Not an attractive spot, and, of course only exists because of the big copper mines fifty miles inland at Okiep.

By the way, a great event happened when I was up at Swakopmund, the Swakop River, which usually runs underground, came down in flood—four feet deep. It has not shown water above the surface for fifteen years! One of our engineers was crossing its bed at the time, and got a fine bath, not travelling when your water allowance for all purposes is a gallon a day.

Furious at the destruction of a Zepplin in Belgium, the Germans arrested all the Belgians who were seen taking photographs of the debris.

Now is the time for you to find nothing better than Chamberlain's Pain Balm. Now is the time to get rid of it. Try this liniment and see how quickly it will relieve the pain and soreness. For sale by all Chemists and Storekeepers.

Now is the time for you to find nothing better than Chamberlain's Pain Balm. Now is the time to get rid of it. Try this liniment and see how quickly it will relieve the pain and soreness. For sale by all Chemists and Storekeepers.

Malthoid  
Roofing

FOR PARTICULARS &amp; PRICES

Apply to the Agents



## SHIPPING

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

TO	STEAMERS	To Sail	Remarks
SHANGHAI	(MALTA) Capt. C. D. SMITH, R.N.R.	About 3rd June	Freight and Passage.
LONDON, via Suez, Port Said, Aden, Bombay, Calcutta, Rangoon, Singapore, Hongkong, Shanghai, Kobe, Yokohama, Japan, etc.	(ORIENTAL) Capt. A. L. VALENTINI	10th June	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, KANAGAWA, YOKOHAMA, MANILA, CEBU & ILOILO	(CAPT. H. G. EVANS, R.N.R.)	10th June	Freight and Passage.
LONDON via Suez, Port Said, Aden, Bombay, Calcutta, Rangoon, Singapore, Hongkong, Shanghai, Kobe, Yokohama, Japan, etc.	(NAGAYA) Capt. A. D. GARDNER, R.N.R.	10th June	Freight and Passage.

Subject to immediate alteration without notice.

All the above steamers are fitted with Wireless Telegraphy.

P. & O. N. Co.'s Office.

E. A. HEWITT, Superintendent.

## OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA  
AND SEATTLE

In connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY

For VICTORIA AND TACOMA via MANILA, KEELUNG, NAGASAKI, KOBÉ, YOKKAICHI AND YOKOHAMA.

S.S. 'MEXICO MARU'	Capt. N. Kobayashi	Monday, 31st May at 3 p.m.
S.S. 'CHICAGO MARU'	Capt. K. Hori	Friday, 11th June at 3 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the latest apparatus. Best adapted for carrying Silk, Treasure and Parcels.

For BOMBAY via SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

S.S. 'SAIGON MARU'	Capt. T. Yamaguchi	Saturday, 29th May at 7 a.m.
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For TAMSUI AND KEELUNG via SWATOW AND AMOY.

S.S. 'DAIJIN MARU'	Capt. K. Morikami	Sunday, 20th May at Noon.
S.S. 'RAIO MARU'	Capt. Y. Yamamoto	Monday, 21st May at Noon.

For ANPING AND TAKU via SWATOW AND AMOY.

S.S. 'SOSHU MARU'	Capt. A. Kobayashi	Wednesday, 3rd June, at 10 a.m.
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FOR HAIPHONG (DIRECT).

Steamer	Captain	Leave
'KEIJO MARU'	Imai	Friday, 28th May at 10 a.m.
'DAIGI MARU'	S. Tokunaga	Saturday, 29th May at 10 a.m.

These Steamers of Coast and Foreign Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Suen Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—

H. YAMAUCHI, Manager,

Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN  
MAIL SERVICE

## TO AUSTRALIA, via MANILA.

## MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	14th May	22nd May, at 10 a.m.
ST. ALBANS	14th June	17th July, at 10 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. For further particulars, apply to—

GIBB, LIVINGSTON & CO.

Agents.

## NATAL LINE OF STEAMERS

TAKING CARGO or through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAIRO, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO. LTD.

AND 'AFRIC LINE'.

Proposed Sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Omdurman with	On or about
NAM SANG	3rd June	A Natal Line Steamer	End of June.
WINNER	5th June		

For Freight and further particulars apply to—

DODWELL & CO., LTD., Agents.

## HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

FOR NEW YORK via PANAMA CANAL.

S.S. MIDDLEHAM CASTLE	about 2nd June
S.S. SAINT RONALD	about early in July.

For Freight and further particulars, apply to—

DODWELL & CO., LTD., Agents.

## THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. HORU MARU	For Batavia, Cherbon, Samarang, Sourabaya, Macassar & Balikpapan	9th June.
S.S. BANRI MARU	For Moji, Kobe & Yokohama	15th June.
S.S. RYUN MARU	For Batavia, Cherbon, Samarang, Sourabaya, Macassar & Balikpapan	2nd July.

For Freight or Passage apply to—

DODWELL & CO., LTD., Agents.

## SHIPPING

## PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

NONGOLIA 27000 tons	MANCHURIA 27000 tons
KOREA 18000 tons	SIBERIA 18000 tons
CHINA 10200 tons	NILE 10000 tons
PERSIA 8000 tons	

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

'THE SUNSHINE BELT'—The Most Comfortable Route to America and Europe.

These steamers are famous for their modern equipment, comfort and the superiority of the cuisine, which is under the personal supervision of Mr. V. Mori, the world-famous chef. Large staterooms, equipped with electric fans, and rushing water. Berths equipped with electric reading lamps. Numerous amusements—billiard tables, etc.—and a full orchestra, deck games, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Passage is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to—

R. C. MORTON, Agent, King's Building (opposite Blake Pier), Telephone No. 141.

For San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu.

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## SHIPPING

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
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HONGKONG & PAKHOI	SINGAPORE	May 29, at 11 a.m.
HONGKONG, PAKHOI & HAIPHONG	SINGAPORE	May 29, at 11 a.m.
SHANGHAI	RAYCHOW	May 30, Daylight.
MANILA, CEBU & ILOILO	CHINTUA	June 1, at 4 p.m.
SHANGHAI	LUCHOW	June 1, at 4 p.m.
WEIHAIWEI & TIENTSIN	HUICHOW	June 3, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'HANUL'.

MANILA LINE. Twin Screw Steamers 'Chincha', 'Taming' & 'Tea'.

Excellent Saloon accommodation, staterooms, Electric Fans fitted. Extra state-rooms on deck, also 'Taming' and 'Tea'.

SHANGHAI LINE. The Twin Screw Steamers 'Anhui' and 'Chenan'.

and the s.s. 'Kanchow', 'Liangchow', 'Inchow', and 'Yingchow', having excellent accommodation with Electric Light throughout and Electric Fans in the state-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers hand passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, Telephone No. 38.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
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SINGAPORE	CHUNSAO	FRIDAY, May 28, at 3 p.m.
MANILA	YUENSANG	SATURDAY, May 29, at 3 p.m.
SHANGHAI via SWATOW	WYINGSAO	SUNDAY, May 30, Daylight.
HONGKONG & HAIPHONG	TASSANG	SUNDAY, May 30, Daylight.
SHANGHAI	KWONGSANG	TUESDAY, June 1, Daylight.
SANDAKAN	MAUSANG	THURSDAY, June 3, at Noon.
SINGAPORE, PENANG & CALCUTTA	YAMSANG	THURSDAY, June 3, at 3 p.m.
MANILA	LOONGSANG	SATURDAY, June 5, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kusan, Nanyang & Fookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yatsing, Kusan, and Fookang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 10 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Koda, Lahad Datu, Singapore, Tawau, Kudat, Jesselton and Labuan.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., Ltd., Telephone No. 215.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBÉ, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., Ltd., Telephone No. 215.

## THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

FOR	STEAMER	Date of Departure.
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LONDON	'MONMOUTHSHIRE'	End of June.
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TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.

For freight and further particulars, apply to—

JARDINE, MATHESON & Co., Ltd., Telephone No. 215 Sub Ex. No. 9.

## BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. 'TOLA', 5,227 tons, Capt. Butler, will be despatched for SHANGHAI, YOKOHAMA, KOBÉ & MOJI on 20th June.

WESTWARD.

S.S. 'DUNERA', 5,339 tons, Capt. E. G. M. Dickinson, will be despatched for SINGAPORE, PENANG & CALCUTTA on 4th June.

S.S. 'JAPAN', 6,013 tons, Capt. C. P. Seddon, will be despatched as above on 26th June.

The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to—

DAVID SASSOON & CO., LTD., Agents.

## SHIPPING



STEAM FOR STRAITS, CEYLON, AUSTRALIA, COLOMBO, SOYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship 'ORIENTAL', Captain A. L. VALENTINI, carrying His Majesty's Mails will be despatched from this port for BOMBAY, on SATURDAY, the 8th June, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship 'Malden' from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, and Tea and Cargo (arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the s.s. 'Kaiser-I-Hind' due in London on 18th July, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to—

E. A. HEWITT, Superintendent, Hongkong, May 20, 1915.

AMERICAN AND ORIENTAL LINE.

FOR BOSTON & NEW YORK via SUEZ.

THE Steamship

'TUSCAN PRINCE'

5,275 tons, will be despatched as above on THURSDAY, 10th June.

For Freight etc., apply to—

THE BANK LINE, LIMITED, General Agents.

Hongkong, May 13, 1915.

NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

CONSIGNEES of Cargo per Steamship SIBERIA.

The above-mentioned vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and to take immediate delivery of Cargo from alongside. Cargo impounding discharge will be landed immediately at Consignees risk and expense.

Cargo remaining on board after WEDNESDAY, May 26th, 1915 at noon will be subject to landing charges and if undelivered on SUNDAY, May 30th, 1915 at 5 p.m. will be subject to both landing and storage charges.